

R-2508 TRANSIENT PILOT BRIEF

Effective 20 March 2008

Pilots entering R-2508 and associated MOAs **must be scheduled to use the airspace** and are considered “participants” which means the pilot agrees to operate in concurrent use airspace, under VFR operating procedures using “see and avoid”. Scheduling or receiving a clearance to operate within the R-2508 Complex **does not constitute exclusive use of the area nor authorization to enter any of the internal restricted areas (i.e. R-2505, R-2506, R-2515, R-2524, R-2502N/E).**

Pilots are required to contact Joshua Approach prior to entering the R-2508 Complex to obtain a clearance. Altitude restrictions must not be exceeded as civilian aircraft routinely overfly the Complex above FL290. **All aircrews transiting the Isabella MOA must be familiar with the dimensions and procedures for the Inyokern Transition Area (see map).**

All transient pilots will normally receive a **SAGE 2 clearance**: clearance to transit Isabella (excluding the Inyokern Transition Area during active times, 0500-0700, 1100-1300, and 1800-2400 daily, local time), Owens, Saline, and Panamint Work Areas at or below FL290. **(You are not authorized to conduct missions within the complex until you have received a face to face brief.)**

Aircrews should file to one of the entry/exit points (depicted on the attached map) then direct to NID. Joshua Approach will provide vectors to an approach at NID, but all approaches are considered VFR practice approaches unless the aircraft actually encounters IMC conditions.

Overflight of Death Valley Monument, Sequoia National Park, Kings Canyon National Park, DomeLand Wilderness Area and John Muir Wilderness Areas is restricted to 3,000’ AGL and above (see map). This restriction is strictly enforced. Radar playback of the FAA videotapes is used to identify aircraft that violate the above flight restriction. Incidents of this type usually result in formal correspondence to the commanding officer of the squadron involved.

The communities of Lone Pine, Independence, and Kernville are extremely noise sensitive and pilots are expected to avoid overflight below 3,000’ AGL.

Parachute and glider activity occurs daily at the California City airport (located inside the Isabella MOA). Jump activities normally occur from 18,000’ MSL and below. Glider activity is normally confined below FL180, however when Wave Camp is activated (usually in March and October), gliders will be operating at all altitudes within the Wave Camp Box.

The R-2508 Complex is used by many tactical/fighter type aircraft that operate at all altitudes. Tow operations can be conducted within the MOA complex. Towlines are typically from 500’ to 1000’ long.

Portions of the MOAs/ATCAAs may be released to the FAA for severe weather avoidance. All aircrews need to be familiar with the Severe Weather Areas depicted in attached diagrams.

The R-2508 Handbook can be found and downloaded from the Web at: **<http://r2508.edwards.af.mil>**

To schedule and receive a complete R-2508 Airspace brief, contact the Central Coordinating Facility at DSN 527-2508 or Comm. 661-277-2508. FAX: DSN 527-4798 or Comm 661-277-4798.

I hereby acknowledge and will comply with these procedures:_____

Date:_____

Unit:_____ Home Base:_____ Phone:_____

Return this document by FAX to CCF at DSN 527-4798 or Comm 661-277-4798



CCF USE ONLY

CCF ACKNOWLEDGEMENT OF
RECEIPT

DTG RECEIVED

CCF INITIALS

SQUADRON:

PHONE #:**FAX #:**

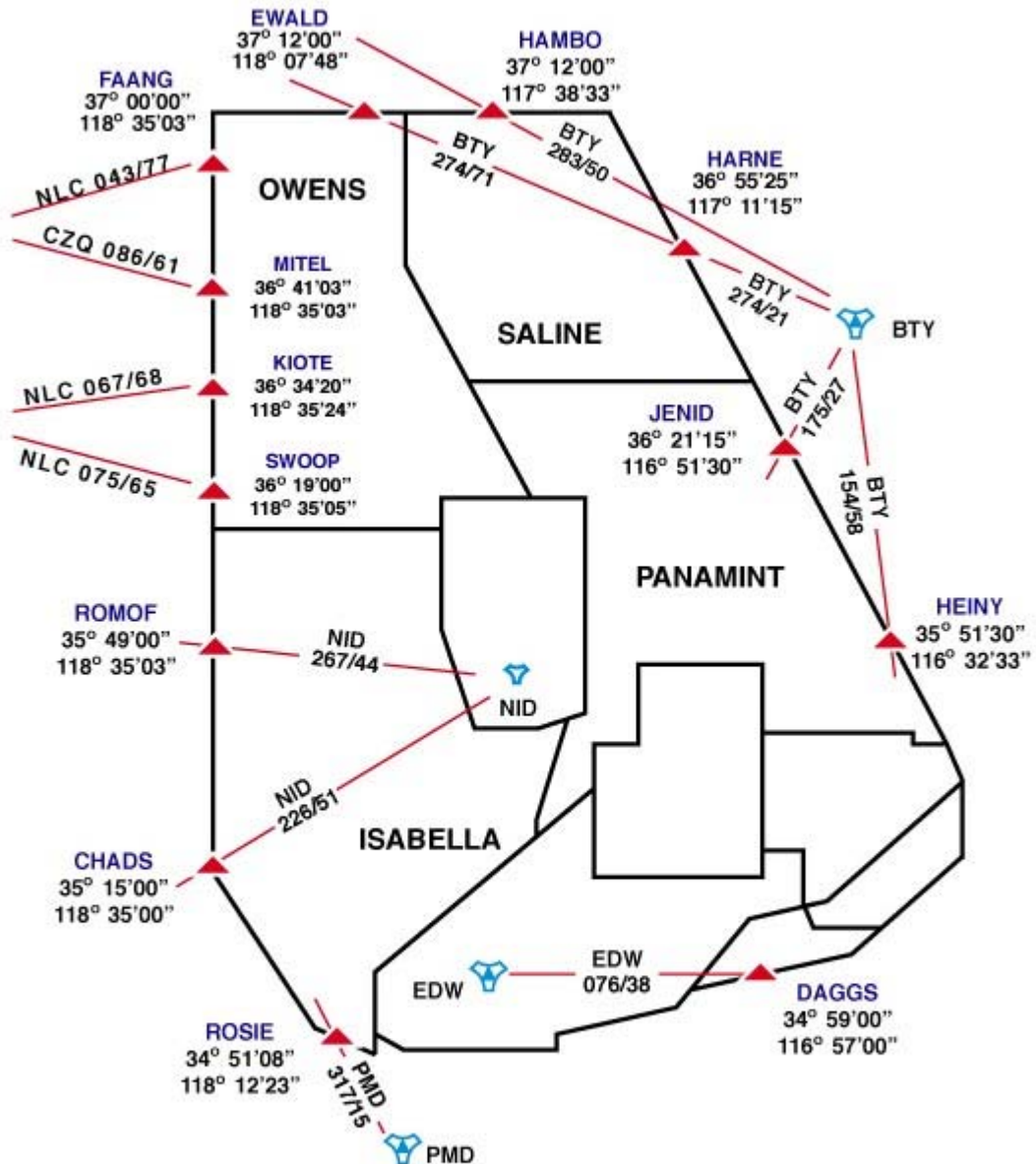
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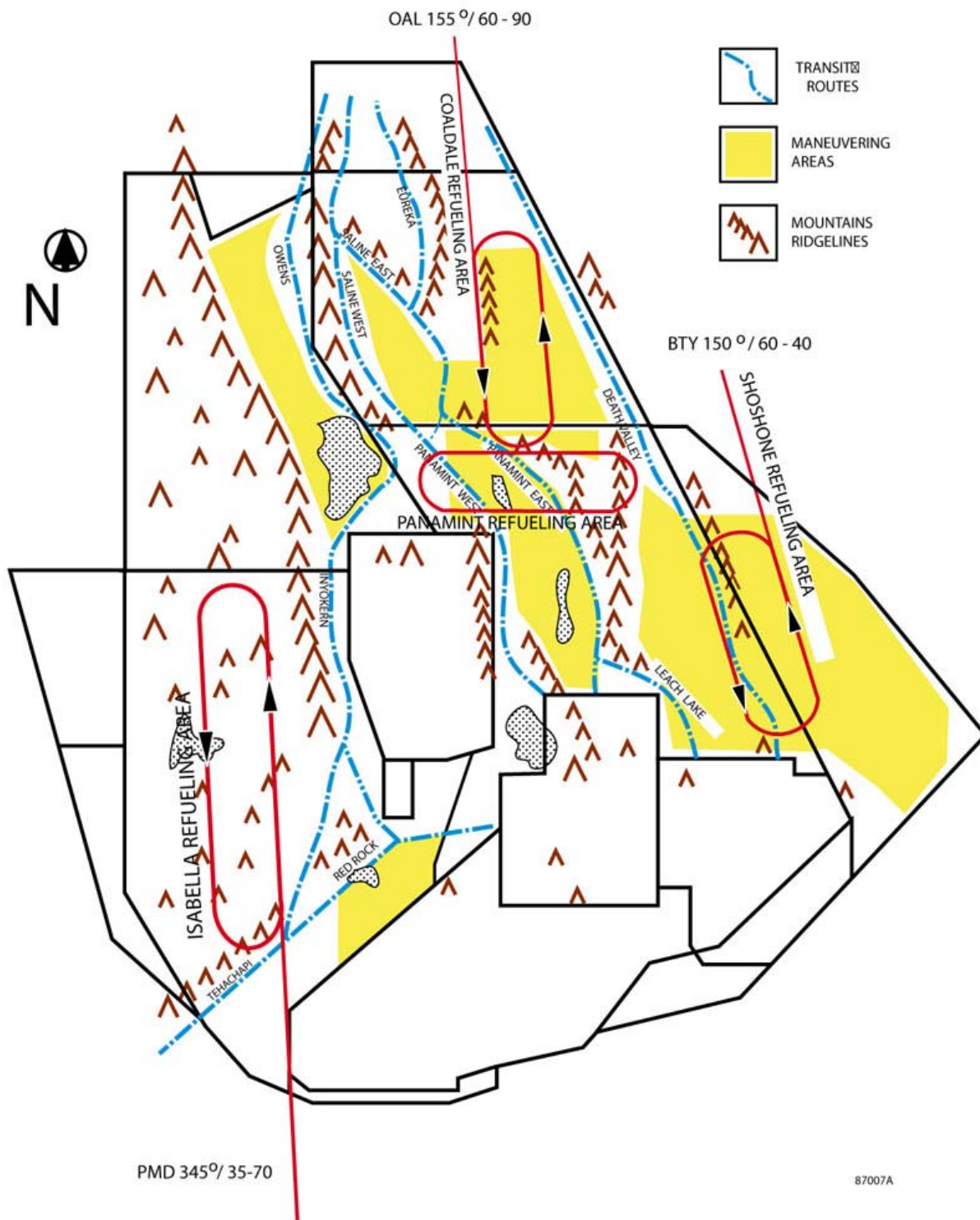
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Email: 2508CCF@edwards.af.mil

FAX Back to: CCF @ DSN 527-4798 or Comm: (661) 277-4798







R-2508 Complex Entry/Exit Points

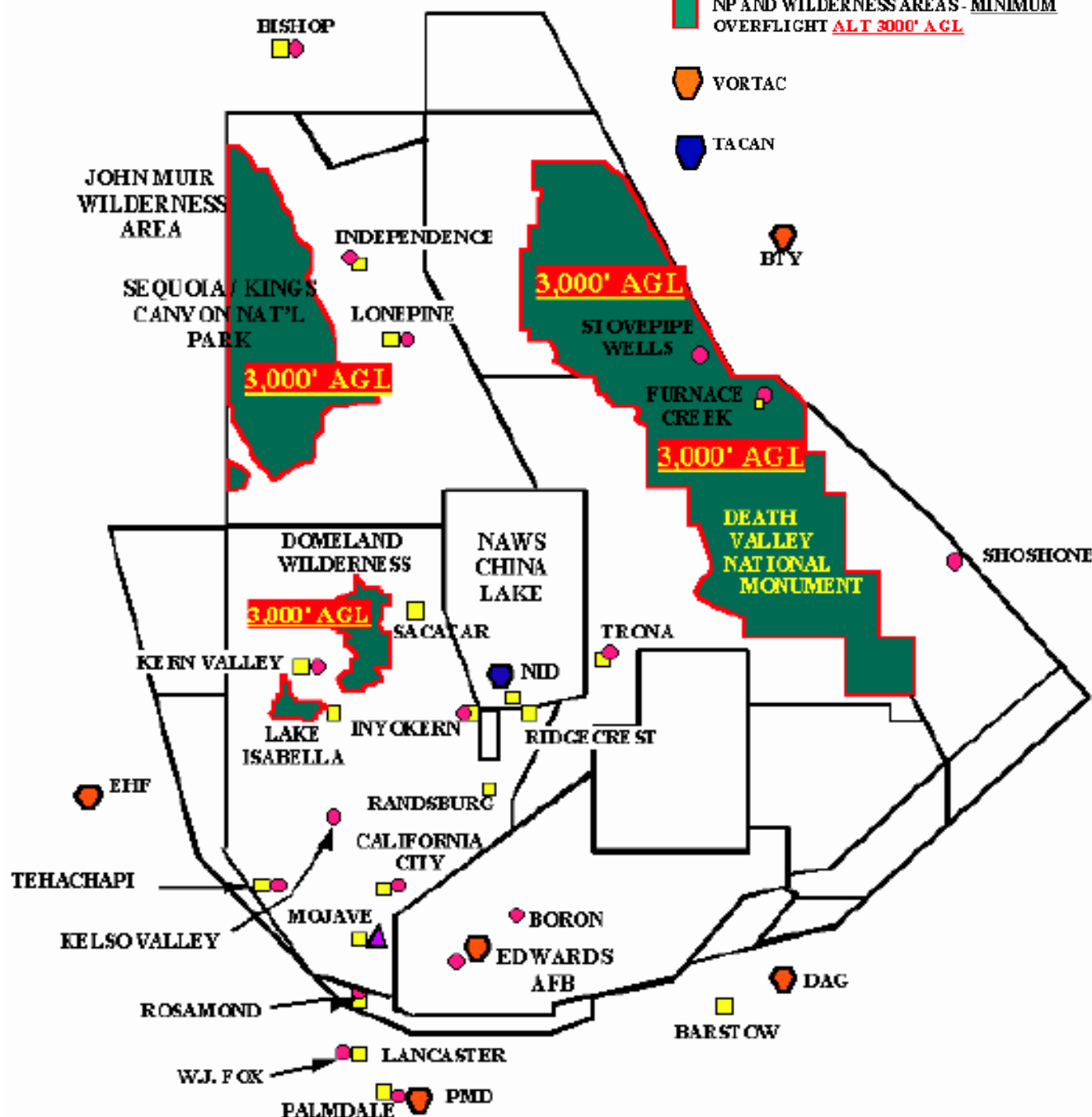




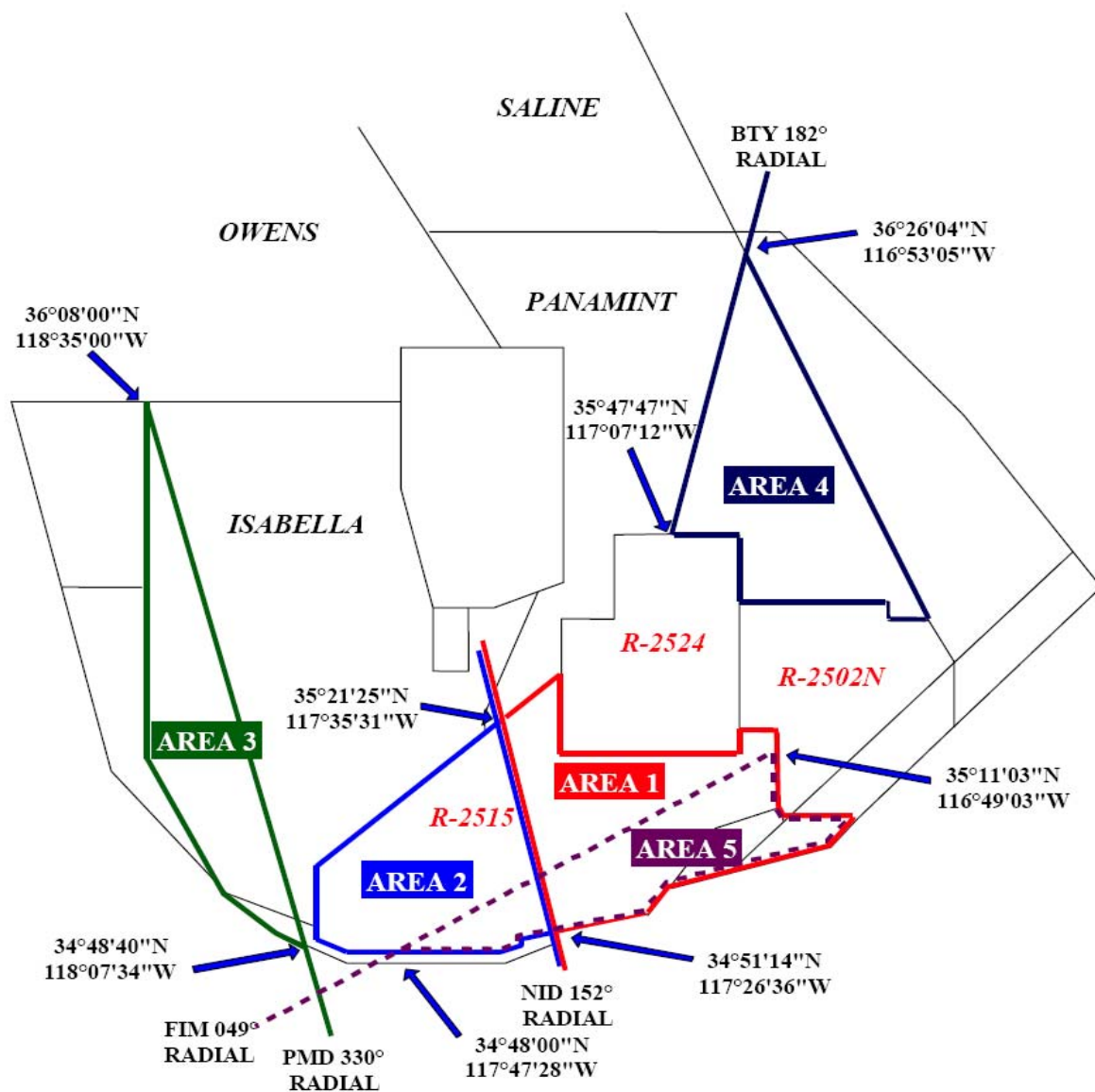
R-2508 COMPLEX, COMMUNITIES, AIRPORTS, and SENSITIVE AREAS

LEGEND

-  COMMUNITIES -- AVOID LOW LEVEL OVERFLIGHT
-  AIRPORTS -- AVOID OVERFLIGHT OF AIRPORTS BY 1,500' AGL & 3 NM
-  MOJAVE AIRPORT -- CLASS 'D' AIRSPACE 4,000 MSL & 5NM
-  NP AND WILDERNESS AREAS - MINIMUM OVERFLIGHT ALT 3000' AGL
-  VORTAC
-  TACAN



R-2508 Complex Severe Weather Areas



R-2508 Complex

InyoKern Transition Area (ITA)

